GrummanWorld

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Keystone State Lauds Start Of LLV Plant Expansion

Gov. Thornburgh praises Grumman, Montgomery work force for winning postal vehicle contract

MONTGOMERY, Pennsylvania, May 30, 1986 — Chrome shovels reflecting a brilliant sun dug into Pennsylvania soil at today's ground breaking for Grumman's $7.5 million Long Life Vehicle (LLV) manufacturing facility. Pennsylvania Governor Dick Thornburgh, U.S. Rep. George Gekas, Grumman Chairman Jack Bierwirth and Grumman Allied Division President Ron Peterson wielded the spades at today's ceremony. Also in attendance were most of the Grummanites who work in this Olson truck plant and over 100 invited guests, including reporters from a number of television and radio stations and local newspapers.

The facility, to be in operation next spring, will create an additional 300 jobs. The expanded team will build 99,150 LLVs at a rate of 75 a day under a $1.1 billion contract from the U.S. Postal Service.

To meet this production schedule Grumman is doubling the size of the current Montgomery plant and installing an automated production line. Reorganized as the LLV Division of Grumman Allied, Kip Towl is its president.

Pennsylvania's Industrial Development Authority gave Grumman Allied a $1 million loan to help finance the expansion of the Montgomery plant.

"There is nothing I would rather do than be involved in a celebration of the type we're observing here today," said Governor Thornburgh, "which means more jobs and more economic growth for the Commonwealth of Pennsylvania. We are proud indeed of the type of workmanship and the technological expertise that characterizes this corporation in the winning of a $1.1 billion contract. I congratulate Grumman on surviving that spirited competition."

He also tipped his hat "to the management and the work force of this facility, which obviously was at the core of triumph in that competition."

Bierwirth said the LLV contract meant more to Grumman than just financial achievement. "It is one of those contracts that's just important to your morale," he said. "Just think how good it would feel if every morning it was *your* truck that brought you the mail. There's something of Grumman's soul in this."

Grumman's LLV was one of three competitors in a grueling, 24,000 mile test in Laredo, Texas. The trucks rolled over gravel for 11,520 miles at 30-45 m.p.h., over Belgian block for 960 miles at 25-35 m.p.h., and the same distance over three- and four-inch cobblestones at 10-14 m.p.h. The Grumman LLV was the only truck to pass the test.

"We had our fingers crossed so tight that we could hardly move them," Bierwirth said. "We got corporate arthritis while you were down there on the test track."

Bierwirth expressed his gratitude for all the local help Grumman has gotten during its quest for this contract. "The support we've had in Pennsylvania, Governor, and the support we've had from everyone around here has meant a tremendous amount to us."

Grumman's presence in Montgomery has grown over the years. Since it was built in 1972, the Montgomery plant has produced modular buildings, mobile homes, Dormavac food storage systems, and emergency vehicles. It was also a major repair site during the Flxible bus program.

For the past several years it has been a manufacturing site for Grumman Olson trucks, particularly Kurbmasters. Last year 230 Grummanites were building as many as 13 trucks a day. They are still producing about eight a day while moving to temporary quarters in nearby Montoursville.

When the 113,000 square foot extension to the current plant is completed, all of the Kurbmaster construction work will be transferred to the Mayfield, Pennsylvania, plant.

"Montgomery is going to be one of the most modern facilities around," said Grumman Allied Division President Ron Peterson. "We've put together an excellent team down here to make it happen. Over the years we've been very pleased with the product that's come out of this facility and the stability of our work force."

The addition of 300 jobs will help a resurgent Pennsylvania economy, said Rep. Gekas. "We are happy to be a part of the recovery, not only of Central Pennsylvania, but of our nation." ■

For The Common Good. *Commonwealth of Pennsylvania Governor Dick Thornburgh said that Grumman's decision to build LLVs in Montgomery 'is a vote of confidence in the state's business climate and in our skilled work force.' (Photos by Bob Sagliocca)*

Special Day. *Grumman Chairman Jack Bierwirth (above, L) accompanied Governor Thornburgh on a tour of the Montgomery plant. They stopped to talk with Grummanites Jeff Figels (R) and his father Carl. At left (L to R), Allied President Ron Peterson and LLV Division Vice President Bill McLean show Bierwirth, Thornburgh and Pennsylvania Secretary of Commerce James Pickard how construction has progressed so far.*

Olson's New Truck Series Offers Big Cargo Space For Those On Small Budgets

STURGIS, Michigan — Grumman Olson has unveiled a new line of economy trucks in an effort to take a bigger bite out of the van body market. Called the "V Series," these van-bodied delivery vehicles are smaller than the familiar Kurbmaster delivery trucks.

"The introduction of the V Series marks the first step in our plans to increase our share of the truck body business," says Allied President Ron Peterson. "We designed this series for customers looking for low-priced trucks. We think the V Series will capture a significant portion of that marketplace."

"Grumman has been building the best van-bodied truck on the road: the Kurbette," says Olson President Sam Rozzi. However, the Kurbette sells in the upper price bracket of this truck class and Grumman Olson wants to lure customers on tighter budgets.

"We've instituted some new construction methods that place the V Series way ahead of the competition in terms of quality at a competitive price," says Rozzi.

The V Series will be offered in two models. The first 20 trucks built, which are now being shown to prospective dealers across the country, are cutaway vans. The van's body section behind the driver is cut away to provide access to the cargo compartment. The driver can enter the cargo compartment from his seat.

There is also an model with an enclosed back to the driver's compartment.

The V Series will be available on Ford, GM, Chevy, Iveco and Isuzu chassis.

Initially, the V Series will be offered to dealers in 12-, 14- and 15-foot body lengths.

"Our new V Series provides us the opportunity to capture a larger share of the van body marketplace," says Ron Hale, vice president of Marketing. The market for the new vehicles exceeds 100,000 units a year.

"We are now taking 20 V-Series demonstrators on the road to our primary customers — the dealers," says Hale. Before Grumman can advertise to individual buyers, it must establish a chain of dealers who will stock the V Series. In the majority of cases, they will be automobile dealers who have a truck department. The V Series will be sold off dealers' lots.

The V Series vans will be produced by the current Olson work force. ■

For Snappy Deliveries. *Grumman's new V Series was designed to attract buyers on tight budgets because Allied's new production methods and fine-tuned cargo compartment design keep the price down.*

Establishing Stronger Ties. *U.S. Navy Cdr. Mike Bowman signs the sister squadron agreement between Carrier Airborne Early Warning Squadron 115 and the Japanese Air Self Defense Force's 601 Early Warning Squadron. While the Navy has four E-2C's on the* USS Midway, *the Japanese currently operate eight E-2C's at Misawa Air Base. Looking on are (L-R) Lt. Col. Isao Yamoto, Lt. Scott Huskings, Cdr. Ron Weber, Lt. Doug Miller, and Lt. Cdr. Mike Maurer.*

Hawkeye Squadron Signs Friendship Pact With Japan

The Japanese culture emphasizes tradition. So, the Japanese felt right at home during a recent ceremonial signing of a sister squadron agreement between Japan's defense forces and the U.S. Navy.

The pact between the Carrier Airborne Early Warning Squadron 115 (VAW-115) and the Japanese Air Self Defense Force's 601 Airborne Early Warning Squadron establishes stronger ties between the two countries. The signing took place on April 17 on the U.S. Navy squadron's home — the *USS Midway*, ported at Yokosuka Naval Base, Japan.

While the Navy has four E-2Cs on the ship, Japan currently operates eight early warning aircraft out of Misawa Airbase. The Japanese Defense Department anticipates expanding that number in the near future.

The agreement seeks to promote friendship between the two defense forces and an informal exchange of ideas and information. It encourages efforts such as informal visits to Atsugi, Misawa and the *USS Midway* and discussions between air crews of both nations.

Jim Scanlon, program manager for the Japanese E-2C, hopes the sister squadron agreement will establish a formal exchange, via the LINK II program. If it is achieved, the U.S. Navy and the Japanese Defense Forces would transmit each other's data in milliseconds from aircraft to ground base and vice versa.

"This way, if one of us does not have E-2Cs airborne, it can alert the other side on the ground as to what's going on," Scanlon says.

In 1973, the *Midway* embarked for Yokosuka to become the only carrier and air wing with its home port outside the continental U.S. In 1975, the ship participated in Operation Frequent Wind during the evacuation of Saigon, South Vietnam. In addition, VAW-115 participated in a search, rescue and salvage operation mission after the downing of Korean Air Lines flight 007 off the coast of Northern Japan in 1983.

While the Japanese 601 Squadron's primary mission is airborne early warning, it also participates in fighter intercept control. The squadron protects the Northern Sector of the Japanese Defense Forces.

Personals

My family and I wish to extend our sincere thanks and appreciation to all our friends, co-workers and ESO for their kind expressions of sympathy during the recent loss of my sister. **Jim Maskulyak**

My family and I wish to express our sincere thanks and appreciation to all our friends, co-workers and ESO for their kind expressions of sympathy during the recent loss of my wife Rita. **Frederick R. Mazzitelli**

My family and I wish to thank all of my friends, co-workers and ESO for their kind expressions of sympathy during the recent loss of my father Raymond Wilkes. **Drue VanPutten**

I would like to thank all my friends and co-workers for their prayers and well wishes during my recent surgery and illness. **George K. Menasian**

To my friends, co-worker and ESO; my family and I are greatful for your kindness, support and sympathy following the loss of my mother. We would also like to extend sincere thanks to you for your heartfelt condolences when my father passed away earlier. **Glenn Miller**

My family and I would like to thank all my co-workers and ESO for their kind expressions of sympathy during the recent loss of my father. **Greg DeFeo**

My family and I wish to express our sincere thanks and appreciation for the thoughtfulness expressed by friends, co-workers and ESO during the recent loss of my mother. **Gerry Reilly**

Our family wishes to express our sincere thanks and appreciation for your kind expressions of sympathy during the recent loss of our sister. **Ruth & Patrick Mullally**

No Safety In Numbers. *It's the job of Dina Pillitteri and others in Classified Document Control to keep track of classified information. You can make their job easier by joining 'Operation Clean Up' on June 19. (Photo by Bob Sagliocca)*

Set Aside June 19 To Clean Out Unused Classified Material Files

Thursday, June 19, marks Grumman's first annual "Operation Clean Out." On that day, all Grummanites are urged to review their classified documents and destroy those that are no longer needed.

Throughout the company, there are thousands and thousands of classified documents.

In many areas, long gray lines of locked file cabinets are filled with classified material. Many files are rarely used, some only on occasion. Storing unused classified material makes it increasingly difficult to keep track of the inventory; this can lead to security problems for both employees and the company.

"Operation Clean Out," which is expected to become an annual event, is one of many ways that the Defense Department is aiming to improve security both within the DoD itself and throughout the defense industry. Last year, the DoD asked defense contractors — including Grumman — to cut back 10 percent on the number of security clearances.

On June 19, Grummanites are asked to purge their classified files of old contracts, papers that have been downgraded, or any other material that is no longer valuable to you or the company.

If you are holding material for reference purposes only, check with the Technical Information Center or History Center staffs to find out if they have a copy on file. If you only refer to the reference material once or twice a year, why keep it? Use the library's copy.

While you are reviewing your classified documents, take time also to browse through your company trade secret and proprietary material. Get rid of old, unwanted, company documents. Both company and confidential papers can be dropped into burn baskets located throughout the company. During the paper purge, if your local burn basket becomes filled, call Plant Protection, Ext. (111) 53895.

If you have unwanted secret, secret restricted, or top secret material, fill out a Classified Data Destruction/Degauss Request Form G-802, then call Classified Document Control in Plant 35, Ext. 58296. They will help you properly dispose of these papers. Assistance is also available from your Security coordinator. ■

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EADS Job On The Fast Track

With supercomputer installed, Data Systems awaits formal acceptance from NASA at Huntsville, Ala.

On May 1, Data Systems turned over the completed Engineering Analysis and Data System (EADS) to NASA after installing the system's nerve center — a Cray supercomputer.

NASA completed the 30-day acceptance test on May 30. Pending results of the tests, Data Systems is awaiting formal notification of acceptance.

The installation of the Cray — and, in fact, the installation of the entire system — was remarkably quick. Grumman won the competition to build this $42 million system early last year. Data Systems installed the communications network and the IBM front-end processor last August, two months ahead of the original schedule.

Since then, NASA has been using EADS' front-end processor and communications network. With the Cray installed, it can now do the complex structural design and other engineering projects that EADS was designed to do.

Under the original terms of the contract the Cray wasn't to be installed until February 1987. However, NASA amended the schedule. It needed the system sooner.

The Cray arrived in Huntsville on April 14. "The next day it was powered up and ready for Cray engineers to begin their checkout," recalls Project Manager Paul DeMay, who leads the 17-member Grumman team in Huntsville. The Cray team did it in the minimum time: seven days.

On Thursday, April 24, the Cray engineers gave EADS back to the Data Systems team which began installing the operating system software that morning. It was ready that afternoon.

The remaining time was spent getting other software into the system. This part of the project moved quickly because much of the preliminary work had been done by Grumman and Cray.

The Cray-related part of EADS then had two hurdles to clear before it could be accepted by NASA. First it had to prove it could perform as Grumman's proposal said it would. Then EADS had to meet a stiff reliability requirement: that it stay "up" and running 99 percent of the time during a 30-day period. It was the results of these tests that were being analyzed at press time.

Even before the Cray was installed, EADS was the hub of a network of over 600 terminals and 20 processors. The system will soon have 1,400 terminals on line.

Under the contract, Data Systems will provide maintenance and systems software support for the next five years. That should keep the team at its current level. For now, they have a lot of NASA personnel to train. ■

Annual Family Picnic Slated For July 26th

The annual Grumman family picnic is slated for Saturday, July 26 at the Calverton picnic grounds, weather permitting. Raindate is Sunday, July 27th.

Tickets — $5 per person, children under the age of 12 free — go on sale at all Employee Services shops at the end of this month.

See It Now. *The exhibit, 'Leroy Grumman and the F6F Hellcat,' continues at the National Air and Space Museum through August. The museum is part of the Smithsonian Institution in Washington, D.C. The centerpiece of the display is a F6F-3 Hellcat, which was restored by Grumman retirees. The exhibit features films on the company founder and the Hellcat's achievements during World War II, as well as models of other Grumman aircraft. (Photo by Marie Trimborn)*

InfoConversion: Less Is More

Data Systems firm turns volumes of data into sheets of microfiche

Lower Manhattan can be quite deserted after dark, once the Wall Street crowds head home. But a Grumman office there remains open 'round the clock.

For a handful of Grummanites, the work must be done before the masses return the next morning. The task: reducing stacks upon stacks of records to small, 4 x 6 inch sheets of microfiche.

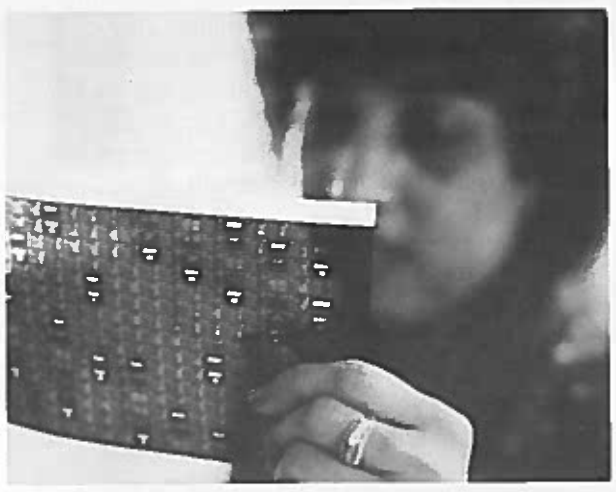
The 11-member crew works at the downtown Manhattan branch of InfoConversion, part of Grumman Data Systems. Its specialty is alphanumeric computer output microfilm (COM), a technology that records computer generated data onto microfilm at high speeds.

Microfiche is the most economical form of microfilm today. Through the COM system, 270 11 x 14 printed pages can be reduced to one sheet of 4 x 6 microfiche. Microfiche contains a title heading large enough to be read by the unaided eye. However, the microimages and an index can only be read with the aid of a magnifying reader/printer.

It is far easier to store microfiche than paper. "Two file cabinets of IBM runs can be reduced to one three-ring binder of microfiche," says George Devine, president of InfoConversion. "And access to information is convenient — all I have to do is take a fiche out of its cover and put it in the reader/printer."

COM does not do away with paper completely. The customer still has the option to print what is needed on paper, while the majority of the information goes onto microfiche.

In addition, the reader/printer can make a corresponding hardcopy by pushing a button. This process saves up to 90 percent of retrieval time — there is no walk-search-return to get the printout.



Besides being much lighter in weight — especially when carried in a briefcase — up to 98 percent in mailing costs can be saved by putting documents on microfiche. For example, 35 fiche containing as many as 10,000 pages weigh only 3.75 ounces — and can be mailed for about 70 cents. It would cost as much as $37 to mail the same information in printed form.

"And it's durable," says Bob Aviles, InfoConversion manager. "It can't be torn like paper and fingerprints don't show up. Microfiche is archival quality, approved by the U.S. government as a permanent record."

All information is put on magnetic tape by the customer. The tape is then fed directly into InfoConversion's COM recorder for conversion to microfiche.

With a COM system, a master form is superimposed automatically on each microfilm frame. When a change has to be made, a new form slide is made. This eliminates wasted space, old forms and saves time.

Rapid turnaround is extremely important for InfoConversion's main clientele: the Wall Street brokerage firms. Transactions of their clients' accounts made during business hours are incorporated in the finished product overnight. Most of InfoConversion's 60 clients are within a 30- to 40-mile radius of New York City.

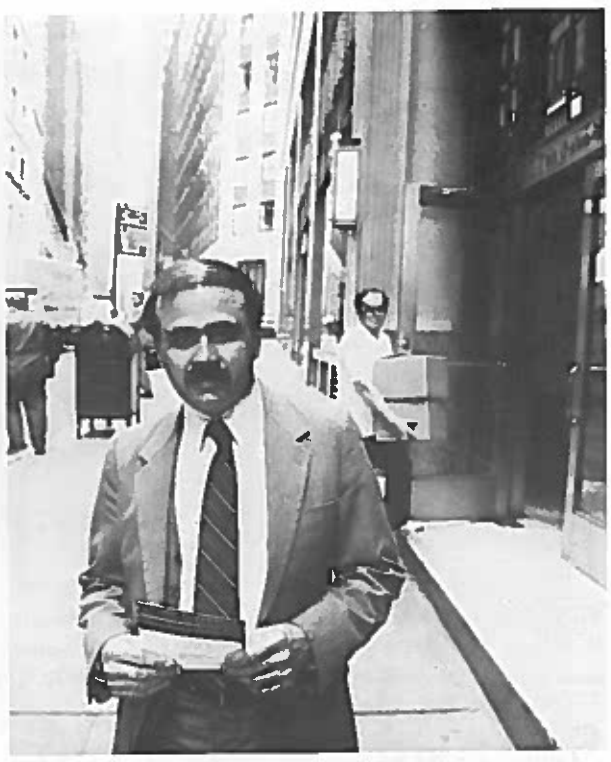
The office is staffed 24 hours a day, seven days a week. "A brokerage firm will drop off a tape at 1 a.m. and need it reduced to microfiche in a few hours," says Aviles. "We must have the information ready for them — it is a critical obligation.

"Everyone is trained to do everything on all the machines — that's why we only have a handful of workers," Aviles adds.

Most of the clients' tapes, which are picked up by Grumman messengers, include instructions. "We cater to individual needs of each client," says Aviles.

While a medium account will bring in about $2,000 a month in business, a large account can bring in between $5,000 and $10,000 a month. In addition to brokerage firms, InfoConversion updates records for several major corporations. It reduces Sony Corporation's parts catalogs to microfiche. Through the COM system, a leading New York City university's payroll and student loan data are converted to microfiche.

In addition, under a contract with the U.S. Army, it typesets and converts the index of all the Army's publications. One job under the contract is converting 6,000 print pages to 30 microfiche which are then duplicated in quantities of 75,000 to 100,000 quarterly. The inputting, programming, editing and typesetting is done at the Woodbury, L. I., InfoConversion office. However, the bulk of the microfiche duplicating is conducted in Manhattan.



The InfoConversion Difference. *Joe White, a messenger, carries two boxes containing 1,863 printed pages while Bob Aviles, the office's manager, walks out with its microfiche equivalent — nine 4 x 6-inch sheets.*

In 1985, InfoConversion's Manhattan office produced 574,000 duplicates for the commercial world. In addition, a staggering 9,772,000 microfiche duplicates were produced for the Army that year.

InfoConversion was formed on Long Island 14 years ago. Initally, it was an in-house service operation, providing COM for Grumman reports and typesetting aircraft parts lists. During that time, COM and New York City's demand for it grew.

Grumman jumped on the bandwagon. For four years, customer reps battled traffic on the Long Island Expressway to service clients in the Wall Street area. In 1975, Grumman bought Data Reduction Inc., a COM business located downtown on Beaver St. In 1976, Grumman renamed the company InfoConversion and moved to the present John Street location.

"We're constantly updating our systems to keep up with the changing needs of our customers," says Aviles. "Our business keeps growing, because companies realize just how much they can save in storage space, shipping costs, and labor by replacing stacks of unwieldy printouts with easy-to-use microfiche." ■

Keeping Track. *Technician Maria Archibald checks duplicate microfiche number (upper left) and then makes out production control numbers to log jobs. In 1985, 9,772,000 microfiche duplicates were produced for the Army by InfoConversion's Manhattan office. (Photos by Rich Breunig)*

Help Is A Shout Away

The state-of-the-art equipment at the John St. office doesn't break down very often. But when it does, help is literally a shout away. Grumman Systems Support has an office right down the hall.

Systems Support moved into the building about three years ago. The maintenance group services a number of commercial companies' computers throughout Manhattan, including Citibank and Merrill Lynch. Ted West is assigned to InfoConversion and carries a beeper which alerts him if he is needed. He also conducts a weekly preventive maintenance check.

"Having an in-house computer maintenance service so close keeps things running smoothly," says Aviles. "If a machine breaks down, it's fixed right away. There's no waiting for the manufacturer to come when he can fit you into his schedule."

The Cutting Edge: Automated Parts Shop Revs Up

Grumman has throttled up the detail parts making process. Manufacturing speeds are higher, efficiency is reaching new heights. The reason is the new NC Aluminum Profile Cell.

The Profile Cell, which opened recently in Bethpage's Building 3, computerizes the routing, drilling, and milling of detail parts from aluminum sheets and extrusions. Until now, even on an aircraft as advanced as the F-14, many detail parts were made at least partially by hand. That is time consuming and expensive, a drawback in these competitive times.

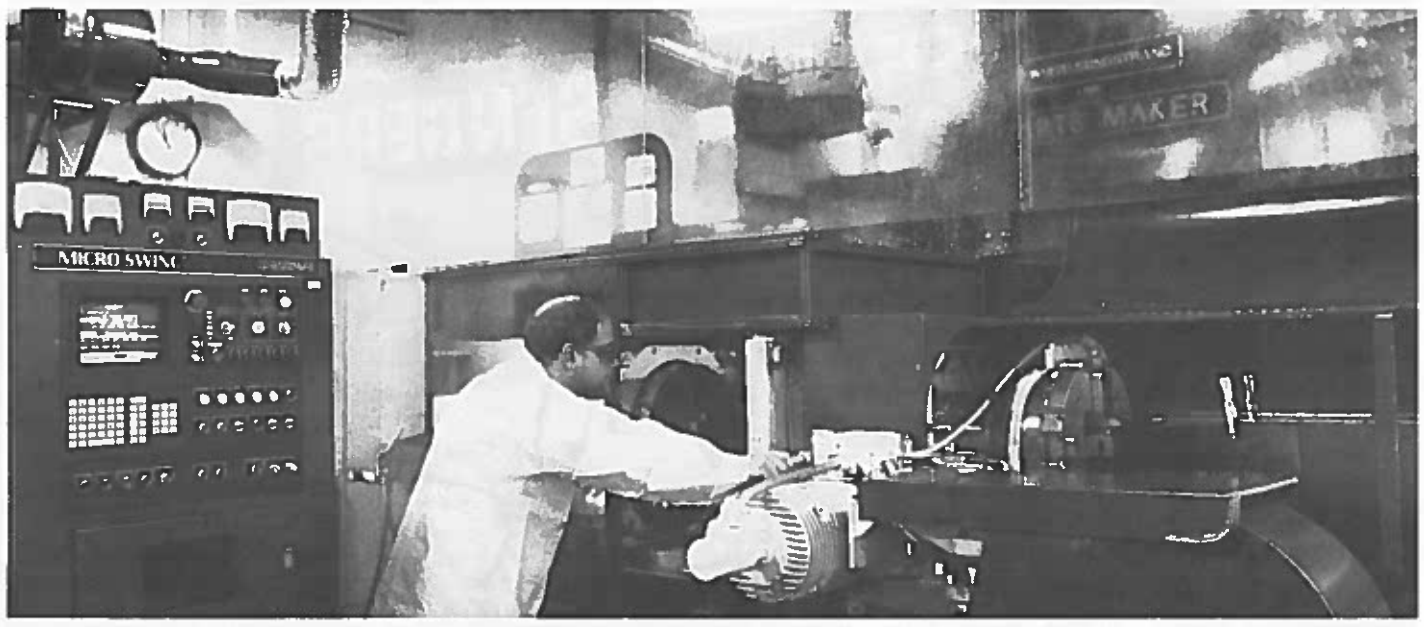
The Profile Cell has been in development for four years, and is an offspring of Grumman's Manufacturing Modernization program and the Department of Defense Industrial Modernization Incentives Program.

The Cell is actually across the street from Building 3 in the old warehouse section, now called the North Annex. The three rows of one-story white buildings are nothing fancy to look at from the outside.

Inside, it's surprisingly neat and clean for a place where a lot of metal is cut and drilled.

There are four major machines: two numerically controlled (NC) Trumpf routers and two Sundstrand NC Partsmakers. As many as 80 percent of the structural parts that make up the airframe of a Grumman plane will eventually take their initial shapes on these four machines.

"We're still loading the data base," says Janet Soley, Profile Cell project manager. "We have around 20,000-plus part numbers on the NC router now and we will be aiming for 40,000-plus parts in the next two years. And, with aircraft changes, there will be even more."



Sharp Idea. *Leadman Steve Parsloe has the Sundstrand Parts Maker hummming along. This machine cuts parts from extrusions: long strips of aluminum with 'U,' 'L' and other cross sections. (Photos by Bob Settles)*

The entire operation is controlled by six people — four during the day shift and two at night.

The old way, the rough outline of a part would be cut from sheets of aluminum. An exact outline would be routed, then drilled. A lot of aluminum was wasted. So was a lot of time.

"To cut waste, the Trumpf Router utilizes a computer program that creates a jigsaw puzzle of different part shapes," says Soley. The computer programs driving the router can arrange the layout of parts shapes to get the most from a sheet of metal.

"In addition, it combines routing and drilling of stacked sheets into a single process," she explains.

Now, parts geometries are fed to the machine on floppy disks loaded by the operators. "In the future we plan to feed engineering drawing information directly to the router from the Grumman Engineering Manufacturing System," says Soley.

Computerizing the detail parts making process has other advantages besides speed. The latest part configuration is always the one the machine follows. "A person could sit down in the morning anywhere in the company at a computer scope, design a part, and we could rout that part in the afternoon," says Soley.

The Sundstrand Partsmaker has brought high tech to the cutting of extrusions — which are long sections of metal in "U" channel, "L," or many other cross-sectional shapes. From a 20-foot length, Grumman might cut 40 parts. Previously, extrusion cutting was done by hand, on a table saw.

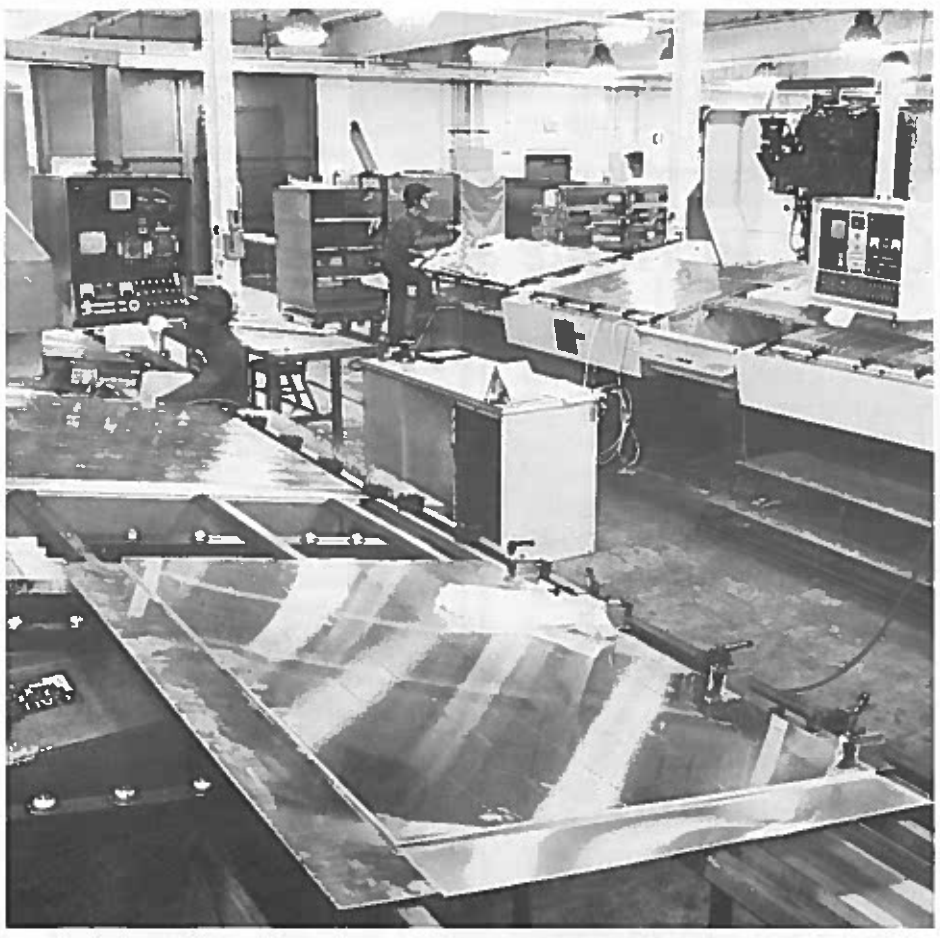
Loaded with raw stock and instructions, the Sundstrand automatically mills the proper length and drills any holes required. The operator, meanwhile, is free to do other work.

Once the Sundstrands and Trumpfs finish cutting, the parts are ready to cross the street to Building 3 for final shaping, finishing and the beginning of the assembly process.

"The cell is autonomous now," Soley explains. A distributed numerical control pilot program will be demonstrated later this year. Information and manufacturing orders will come by wire from computers outside the Profile Cell itself.

The Profile Cell will be just one part of a computer network linking the entire Building 3 operation.

"Our goal is for the Building 3 complex to be the most self-sufficient area in Grumman," says Soley. "Eventually, everything we require will be right at arm's reach. Raw stock and paperwork will come in the front door and finished aircraft parts will go out the back door."■



Stacking Up The Parts. *The Trumpf Routers being run by Carole Gehnrich (R) and Bob Williams can cut detail part shapes from a stack of aluminum sheets. They also arrange the parts on the sheet to fit as neatly as a jigsaw puzzle. That cuts waste.*

Data Systems Opens Offices In Albany And San Diego

The Data Systems Division has opened new facilities in Albany, New York, and San Diego, California.

The Albany office is in the Rensselaer Technology Park, 250 Jordan Road, Troy, New York. The phone number is (518) 283-7604.

The Albany office will give Grumman a greater marketing presence in the capital region. "We already have the state as a major customer downstate — through our contracts with the Department of Social Services and the New York Convention Center," says Dennis Pelehach, director of New York State Programs. "Now we're going upstate."

The San Diego office is in the La Jolla Gateway Complex. The address is 9171 Town Center Drive, Suite 425, San Diego, California 92122, telephone (619) 453-9577.

The San Diego office will function as the Western Regional Headquarters for Data Systems. It will market all of Data Systems' products in the Western U.S., and will also be the regional proposal center.

Company Match Drops To 65%

The company's matching contribution to the Employee Investment Plan will decrease to 65 percent for the third quarter of 1986 — down from 75 percent for the previous quarter.

The company match floats between 50 and 100 percent, depending on Grumman's financial performance during the previous four quarters. The latest change reflects the company's performance over the last three quarters of 1985 and the first quarter of this year.

Passport To Safe International Travel: Keep Low Profile, Dress Like A Tourist

Travelling abroad for business or pleasure? "Keep a low profile," cautions Dick McGuire of Corporate Security. "And, by all means, don't pack your Grumman T-shirts."

Reacting to the threat of terrorism, major American firms are increasing precautions for their international business travellers.

With the help of an outside security consultant, Grumman's Corporate Security department has compiled an in-depth report for all Grummanites who travel abroad. Issued quarterly, the report features security guidelines, and a listing of countries ranked by risk levels.

"Most of the guidelines stress the common sense approach," says McGuire. "We recommend on both domestic and international trips that you make yourself aware of current trouble spots.

"In all circumstances, a low profile is best," adds McGuire. "Remember: You're a U.S. citizen and you're an employee of a defense contractor. In either case, you could be singled out. Do nothing to draw attention to yourself and your chances for having an uneventful trip will be greatly increased."

To avoid being placed in jeopardy, Grummanites travelling outside the U.S. — for business or pleasure — are advised to follow these two rules:

- Don't discuss your employer or your work with anyone other than business associates.
- Don't carry any form of identification that links you to Grumman Corporation. Keep these items in your checked baggage instead or leave them home: badge, business cards, lapel pins, tie tacks, job-related paperwork, company publications, bag tags with company logo, and anything else with Grumman identification on it.

Every year, Grummanites take hundreds of business trips overseas. Grumman International Secretary Vinny Milano reports that overseas travel has not been affected by terrorism. "Grumman International mainly visits developing Third World countries," says Milano. "Lately, most of our travel has been to Far Eastern countries on the 'low risk' list."

However, Grummanites in International still confer with Corporate Security before leaving for a foreign country. Through Grumman, the security consultant issues up-to-the-minute reports on trouble spots, hotels and taxi services to avoid, and other travel tips.

In Corporate Security's quarterly report, countries are divided into four risk areas:

Status Red — Highly volatile areas where travel is discouraged include Libya, Iran, Iraq, and sections of Sri Lanka.

Status Orange — Travel only when essential and with rigorous precautions to countries with this status, such as Kuwait, Nicaragua and Peru.

Status Yellow — Some precautions are warranted for many countries in Europe and the Middle East such as Ireland and Israel.

Status Green — The risks are modest in countries such as Australia, Japan, Hong Kong, Singapore and Malaysia.

Grummanites in all divisions are advised to contact Security for up-to-date information before travelling abroad.

Luggage tags, business cards, credit cards and plane tickets bearing the company name and logo are taboo. "Travel agencies no longer put the Grumman name on airline tickets or itineraries. The same goes for company-issued credit cards," says McGuire. "If you must carry business cards, papers or other company material, pack them in your checked baggage."

International travellers are strongly urged to blend in with the crowd. On your plane flight, don't wear a business suit. Slip into Reeboks, chinos and a Le Tigre shirt. "Dress like a tourist," says McGuire. "Wearing expensive business suits and jewelry labels you as a rich businessman — and an easy target for robbers and terrorists."

By all means, leave your Grumman 25-year watch at home. During recent hijackings, terrorists have gone up and down the plane aisles demanding the passengers' money, passports and jewelry. Wearing your Grumman watch, which has your name engraved on the back, would easily identify you as a defense contractor employee.

For more information, call Corporate Security, Ext. 62301.■

Travellers Keep Close To Home

Fear of terrorism has deterred thousands of Americans from travelling overseas this year. Prince and other rock stars are cancelling summer concert tours in Europe. Movie stars including Sylvester "Rambo" Stallone skipped the Cannes Film Festival this year for fear of terrorist attack.

The Grumman Recreation Department has seen a dramatic drop in the number of people signing up for European vacation packages. Many spring trips to Europe have been cancelled due to lack of participants. Trips had been planned for Paris and the Riviera, Portugal and the Alps.

People are leery, so there is a big interest in the safer trips such as Hawaii. That trip was booked earlier this year — and there is a long waiting list. Alaska is also popular; it too has a waiting list. A bus trip to Canada is filled, while no one signed up for the trip to Israel. A trip to Italy was cancelled by the travel agency due to poor participation.

"Every time there was more news about terrorism, I became less enthusiastic about my summer trip to Paris," says Grummanite Sue Rotolo. She cancelled her French vacation.

"I decided to go on a Club Med vacation instead," says Rotolo, who works in Salary Administration. "The way I look at it, Club Med's 'antidote for civilization' sounds a lot more appealing than fear on the Riviera."

Retirees

On behalf of our fellow workers, *Grumman World* salutes the following Grummanites for their contributions to the company and wishes them well in their retirement. Those who have recently retired are:

Margaret Sanfilippo (35), Giacomo J. Sanfilippo (1), Kenneth Williams (43), Martha L. Nathan (30), Edward L. Nathan (46), Marie Annello (43), Khianii Das (9), John J. Kennedy (110), Walter R. Grochala (2), Walter M. Hoderath (39), John W. Donohue (2), Dana Mihelich (2), Joseph R. Staffieri (12), Alton F. Williams (2), Robert T. McCall (2), Camillo Kemper (6), Lawrence J. Fortier (110), Warren E. Christopher (1), Frank L. Donnelly (112), William E. Simmons (2), John Railton (40), Erasmus D'Agostino (44), John A. Winn (12), John P. Lane (3), Benjamin E. Lindquist Jr., (1), Geraldine I. Marangio (77), Ralph O. Marangio (77), Dorothy Tveter (5), William J. Sheridan (25), William H. Horton (2), Robert H. Willsey (5), Frank D'Anna (25), Nelson R. Bolton Jr. (3), Louis Ferraro (43), Anthony P. Glaser (5), Geraldine M. Miller (1), Catherine E. Lacina (2), Gasper A. Liotta (17), Raymond D. Mahon (110), Frank A. Petro Sr. (30), Vincent Ramundo (12), Frederick F. Schnettler (21), William H. Shaw (Allied), Robert J. Holden (12), Walter W. Blenner (2), James H. Bailey (35), Raymond G. Miller (4), Frank J. Douso (2), Joseph Volpe (2), Murray Beckerman (110), Bernard Monte (12), Leo E. LeRoux (2), Catherine A. McGrath (110), George M. Melzer (24), Vincent Ramundo (12), Bernard Monte (12), Joseph Glemboski (77), Laurence Comodo (6), Dorothy J. Smith (40), John H. Solliday (3), Stanley P. Saluska (2), James W. Bush (40), George T. Greer (25), George D. Warnken (7), Joseph Cange (3), James Aldworth (44), Anthony J. Roberto (2), Gabriel Isakson (35).

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No Excuses! You Need A Badge To Get In

Not having your badge is like losing the keys to your car — you can't get in. Grummanites have an array of excuses when this happens.

"My badge was washed with my shirt and then it melted in the clothes dryer."

"The dog ate it."

"It fell into the space between my car window and the door."

Every year, one thousand Grumman badges are lost and another 20,000 are left home. If you've ever left your badge at home, you know how long the wait is while the guard issues you a temporary badge. Besides, it really backs things up at the gate.

When the morning crowds rush through the gates, Plant Protection guards must slow them down to check badges and to avoid getting run over. "They're late already, so why hurry?," asks Bill Magnis, a guard for 23 years at Great River (L.I.).

"People have flashed a pack of cigarettes or a white piece of paper at me hoping I won't notice the difference — this doesn't work," says Magnis. In fact, Grummanites who try to trick a guard are subject to suspension.

On one occasion, Magnis saw a car drive out with five women inside and come back with only two. Three hid in the back seat as a joke — not because they didn't have their badges. The women were issued warnings.

Iris Hamilton, a guard in Bethpage, says although guards may eventually know you and your car, they must still check your badge. It's their job.

During the day shift, Frank Gardner is the guard at the gate near Security Headquarters. He says he's rarely had problems at the gate — except on Fridays.

Beginning at 11 a.m. each Friday, they arrive: the Farmers Market crowd. Shoppers traveling down South Oyster Bay Road tend to take the left fork into Grumman rather then veer right toward this indoor flea market.

"Mothers pull up to the gate with their kids in the back seat jumping around and the dog hanging out the window," says Gardner. "It's very hard to convince them that this is not the entrance to the Farmers Market."■

Stop In The Name Of Security. *Iris Hamilton, a security guard at Bethpage, ensures that no one gets past her without showing a Grumman badge — no matter how well she knows the car and its driver. (Photo by Bob Sagliocca)*

Lost Your Badge?

If you lose your badge, the gate guard must call Security to make sure you're a company employee. For five working days, you'll be issued a temporary badge. If the badge is still missing, you must get a new one.

You can obtain a replacement at Guard Headquarters for $5. However, hold on to your receipt — you can get reimbursed if your old badge turns up.

People In The News

Bierwirth Receives Honorary PhD.

Grumman Chairman Jack Bierwirth received an honorary Doctor of Science degree from the State University at Farmingdale during commencement exercises on May 23.

Bierwirth was honored for his contributions to Grumman and to New York State's economic well-being.

Skurla Inducted Into LI's Hall Of Fame

Grumman President George Skurla was inducted into the Long Island Hall of Fame at a Sky Island Club luncheon on May 21.

Skurla, who has been with Grumman for 42 years, was honored for his dedication to Long Island and its business community over those four decades. He is the 38th Long Islander inducted into the Hall.

Police Athletic League Salutes Grummanite

Grummanite Jack Mango has received the Dr. John Potter Jr. "Man of the Year" Award from the Suffolk County Police Athletic League.

The award was presented at the league's annual Junior Football Awards Dinner, held recently at Colonie Hill in Hauppauge, Long Island.

Mango is a technical writer for the Integrated Logistics Support Publications department in Bethpage's Building 15. He's been a league volunteer for over a decade, most recently as director of the P.A.L. football league. He has also served as both a football and basketball coach.

The award is named in memory of Dr. John Potter Jr., a founder of the Suffolk P.A.L.

American Red Cross Honors Grosser

The American Red Cross Suffolk County Chapter (L.I.) recently awarded Grummanite Sharon Grosser its 1986 Clara Barton Humanitarian Award. The award is given annually to women who are dedicated to community service.

Grosser is manager of Community Support Programs for Grumman Corporation. She serves as administrator of the company's Employee Contribution Council which is made up of 12 Grummanites.. The council was formed nine years ago to help determine which community, charitable and cultural organizations should receive corporate funds.

Obituaries

Suey L. Jue of Engineering & Operations, Bethpage, Aircraft Systems died May 3 at the age of 58. He had been with the company since 1959 and resided at 197 Spindle Rd., Hicksville, N.Y.

Joel Kesselman of Electronics, Bethpage, Aircraft Systems died April 28 at the age of 24. He had been with the company since 1981 and resided at 55 Old Oak La., Levittown, N.Y.

Dean J. Leslie of Corporate Estimating, Bethpage, Space Division died April 29 at the age of 57. He had been with the company since 1968 and resided at 4 Tompkins Ave., Jericho, N.Y.

Frank E. Mapes Jr. of Instrumentation Planning and Controls, Calverton, Aircraft Systems, died May 12 at the age of 52. He had been with the company since 1959 and resided at Middle Island Rd., Yaphank, N.Y.

Lawrence G. Wiederhold of Configuration Data, Calverton, Aircraft Systems, died May 5 at the age of 64. He had been with the company since 1965 and resided at 11 Pine Hill La., Huntington Station, N.Y.

Retiree Obituaries

Albert L. Brown of 235-1661 Old Country Rd., Riverhead, N.Y. died May 4, 1986. He retired in 1973.

Albert Deeg Jr. of 280 Arcadia Ave., Uniondale, N.Y. died March 13,1986. He retired in 1981.

Albert C. Doty Jr. at P.O. Box 65, Upper Jay, N.Y. died May 17, 1986. He retired in 1973.

Richard J. Driscoll of 100 Moonlight Walk, Holbrook, N.Y. died May 5, 1986. He retired in 1984.

Paul S. Gilbert of 649 Leisure World, Mesa, Arizona died died April 23, 1986. He retired in 1963.

John M. Haynes of 9514 Beech Park St., Capitol Hgts., Maryland died May 4, 1986. He retired in 1969.

Harold S. Jones of 929 Strongboy La., N. Ft. Myers, Florida died May 20, 1986. He retired in 1980.

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(Photo by Bob Sagliocca)

Sowing The Seeds Of Growth

Many crops are now being planted in the farmlands of Montgomery, Pennsylvania. On Friday, May 30, Grumman officially began its season of growth in the Montgomery area when ground was broken for the new Postal Service Long Life Vehicle production facility.

Over 200 people watched as (L to R) Allied Division President Ron Peterson, Grumman Chairman Jack Bierwirth, Congressman George Gekas and Governor Dick Thornburgh dug into the Central Pennsylvania soil. Once completed, the new facility will grow to more than twice the size of the original building and have an employee population of more than 500.

Want Your Office Rearranged? *Facilities Engineers Dale Kant (R) and Mario Perciavalle work on structural designs for building modifications and expansions by using computer graphics (CADAM). Located in Bethpage, the Facilities Engineering Department of the Services Divison was instrumental in rearranging office design layouts when Grumman became divisionalized last year. (Photo by Bob Settles)*

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